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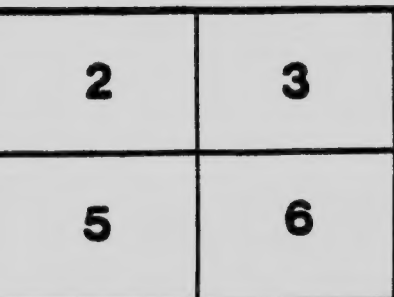
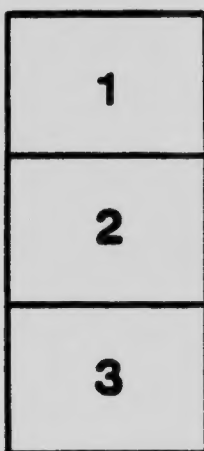
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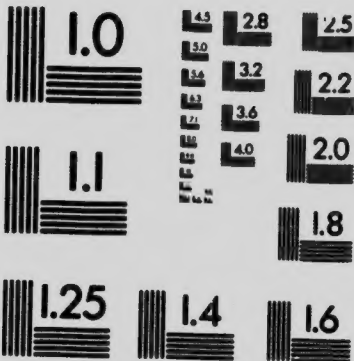
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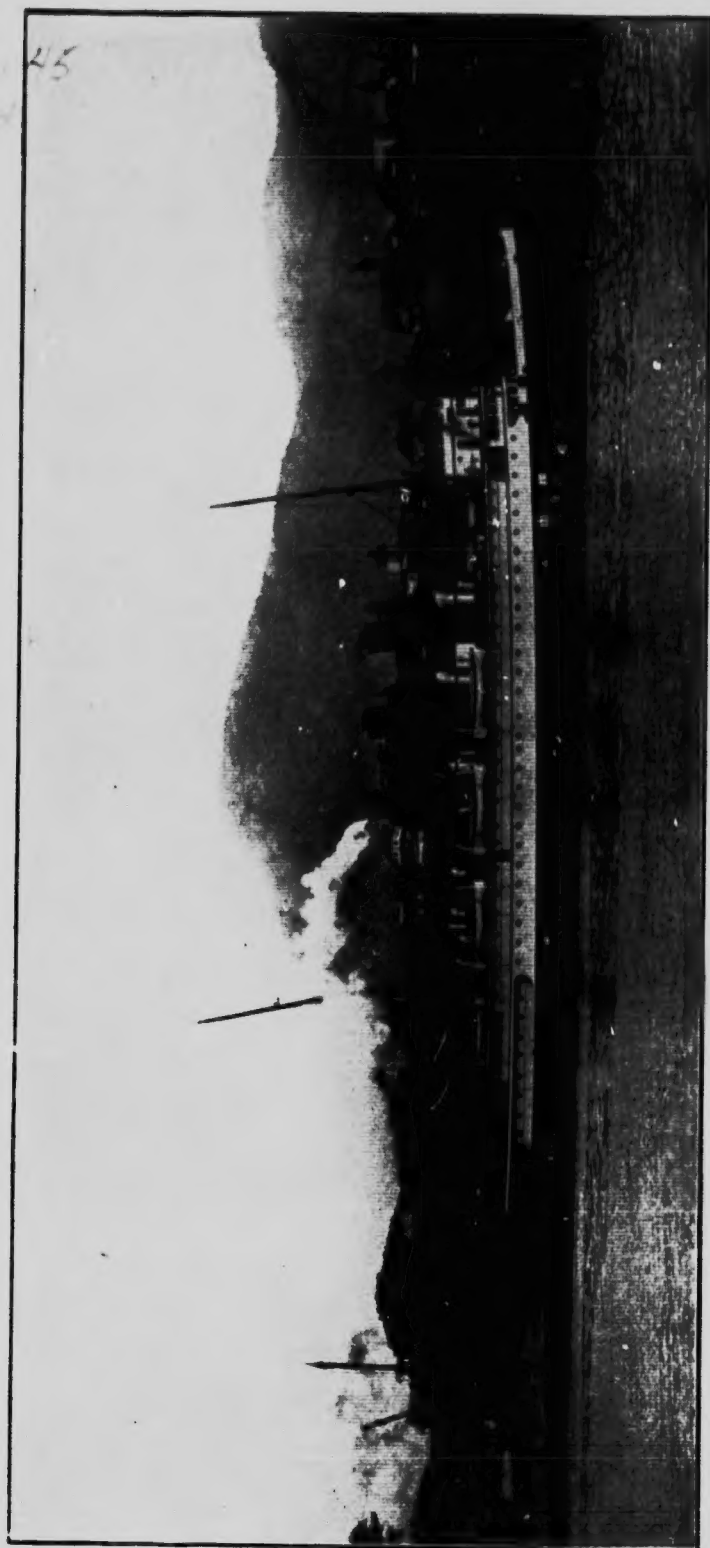
SUMMER CRUISES —IN— NORTHERN SEAS

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GRAND TRUNK PACIFIC STEAMSHIP AT DOCK. PRINCE RUPERT, B. C.

1911
(130)

SUMMER CRUISES IN NORTHERN SEAS



WITH the improvement in transportation facilities in the Western Wonderland of America, and especially with the inauguration of the North Pacific Coast Service of the Grand Trunk Pacific Steamships between Puget Sound and Northern British Columbia, including the Portland Canal and Glaciers, the traveler can find little to justify a Trans-Atlantic or other trip abroad for pleasure, health or sight-seeing, unless he has already thoroughly exhausted the wonders and enjoyment of the greatest change and panorama of North America, if not of any hemisphere:

The handsome buildings, rising tier upon tier on the splendid terraced streets of busy, hustling Seattle;

The quaint, unique charms of Victoria, the beautiful capital of British Columbia, mixed with its rapidly growing business consequence;

The substantial new city of Vancouver, throbbing with busy enterprise forging ahead as one of the chief ports and cities of the Pacific Coast;

The latest of all cities, Prince Rupert, the terminus on the Pacific Ocean of the Grand Trunk Pacific Transcontinental line, situated on a harbor with perhaps not an equal in the world for beauty and practical use;

The new mining city of Stewart, surrounded by glacier-capped mountains, a continuation of the views along the Alaskan Coast which the vessel follows for a hundred miles;

But above all in its appeal to the rest-hunter and sight-seeker the trip of two thousand miles on the palatial steamships "Prince Rupert" and "Prince George"—by far the finest in the North Pacific Coast Service—and on the Company's steamers operating between Prince Rupert and Portland Canal and Queen Charlotte Islands.

Norwegian fjords are justly famous but the British Columbia Coast embraces in its canals and inlets, mountain girt, all the Norwegian attractions and more.

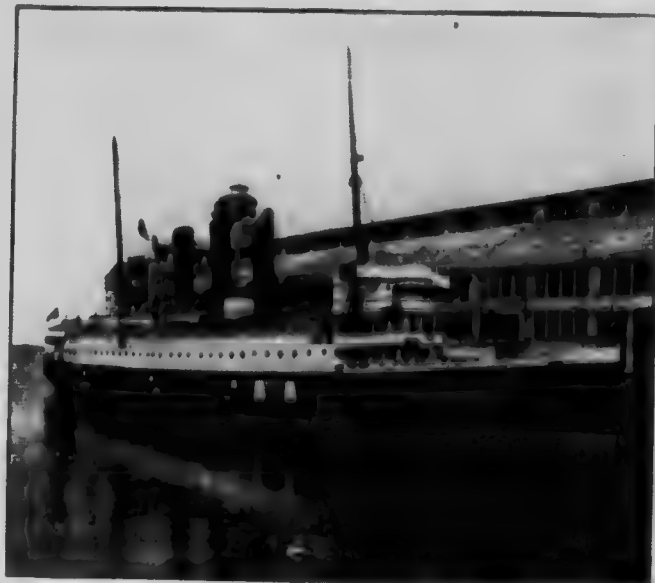
Along the route of the Grand Trunk Pacific Steamships, the sheltered waters of the Pacific Ocean are traversed for over eight hundred and fifty of the nine hundred miles from Seattle to Stewart, via Victoria, Vancouver and Prince Rupert.

Beautiful mountain ranges, many snow-capped, extend the entire distance, sometimes viewed on either side of comparatively long stretches of water, but for the most part rising abruptly from the canal-like or island-studded course of the steamships.

SEATTLE

Seattle is the largest city on Puget Sound, although its growth and importance as an ocean port are of very recent record. Its population at the beginning of 1911 was about 300,000, but if its average increase for the past seven years is maintained it will be necessary to revise these figures from month to month. Since 1897, the first year of the gold rush to Alaska and the Yukon, Seattle not alone asserted its leadership as the port of shipping, but exhibited one of the most phenomenal advances in population and business that the western world has

SUMMER CRUISES IN NORTHERN SEA



S. S. "PRINCE RUPERT" AT NEW G. T. P. DOCKS SEATTLE, WASH.

ever shown. In addition, the Oriental and Trans-Pacific shipping has centered in Seattle beyond any other port.

It seems fitting, therefore, that the Grand Trunk Pacific fleet should make Seattle its southern base for the Coastwise Service, and the mammoth new docks at the foot of Marion Street are most centrally situated, being the largest and most modern on the Pacific Coast.

PUGET SOUND

The sail up Puget Sound, and across the Strait of Juan de Fuca to Victoria, is peacefully picturesque with its intensely green hilly shores on either side and the snow-topped Olympics looking at their best; its industrious towns occupying any suitable flat available. Islands there are also and when the strait is reached, wild fowl and marine plants, including floating masses of serpent-like sea-kelp lend constant interest to the passing show. Port Townsend, the "half-way" city on the gentle incline to the left, is flanked by military forts, the watch dog on the threshold of the Sound. Approaching Victoria, Beacon Hill, with its handsome homes and beautiful park, compels attention until the Parliament Buildings, part of the city, and the outer steamship docks are passed, when the boat, floating gracefully through the inner harbor entrance, making a complete turn in doing so, brings the expectant tourist to a scene of peculiar attraction in the heart of Victoria, the capital of British Columbia, and one of the quaintest and most unique cities in the world.

VICTORIA

Where the Victoria Arm meets the harbor, and directly opposite the Parliament Buildings, adjacent to the Postoffice and Customs House, and a few steps from the principal street of the city, the Grand Trunk Pacific docks are most conveniently and attractively situated, and where the steamship lays over for several

GRAND TRUNK PACIFIC STEAMSHIPS

hours enabling tourists to "do" the city in the tally-ho coaches or by carriage always ready for their convenience, unless the particularly interesting and restful atmosphere of the city induces a longer stop-over in the several excellent hotels catering especially to tourists.

Victoria, which lies at the southern extremity of Vancouver Island, is the capital of British Columbia, with a population of 40,000 people. Near it is the greater harbor of Esquimalt, with its graving dock, long used as Great Britain's chief naval base in the North Pacific, although the Canadian Government has now undertaken to maintain it. Victoria is a port of call for Trans-Pacific liners and its coastwise trade also is considerable. The Canadian sealing fleet, consisting of about forty schooners, hails from Victoria, but this industry has declined in recent years owing to international complications, and many decaying sealing vessels are now seen in the harbor. The whaling industry makes its headquarters at Victoria for the northern stations.

Victoria has an ideal climate with plenty of sunshine, mild winters and cool summers.

Its chief pride is in the magnificent Parliament Buildings, architecturally distinctive, and the interior decorations attest the richness of the quarries of the Province.

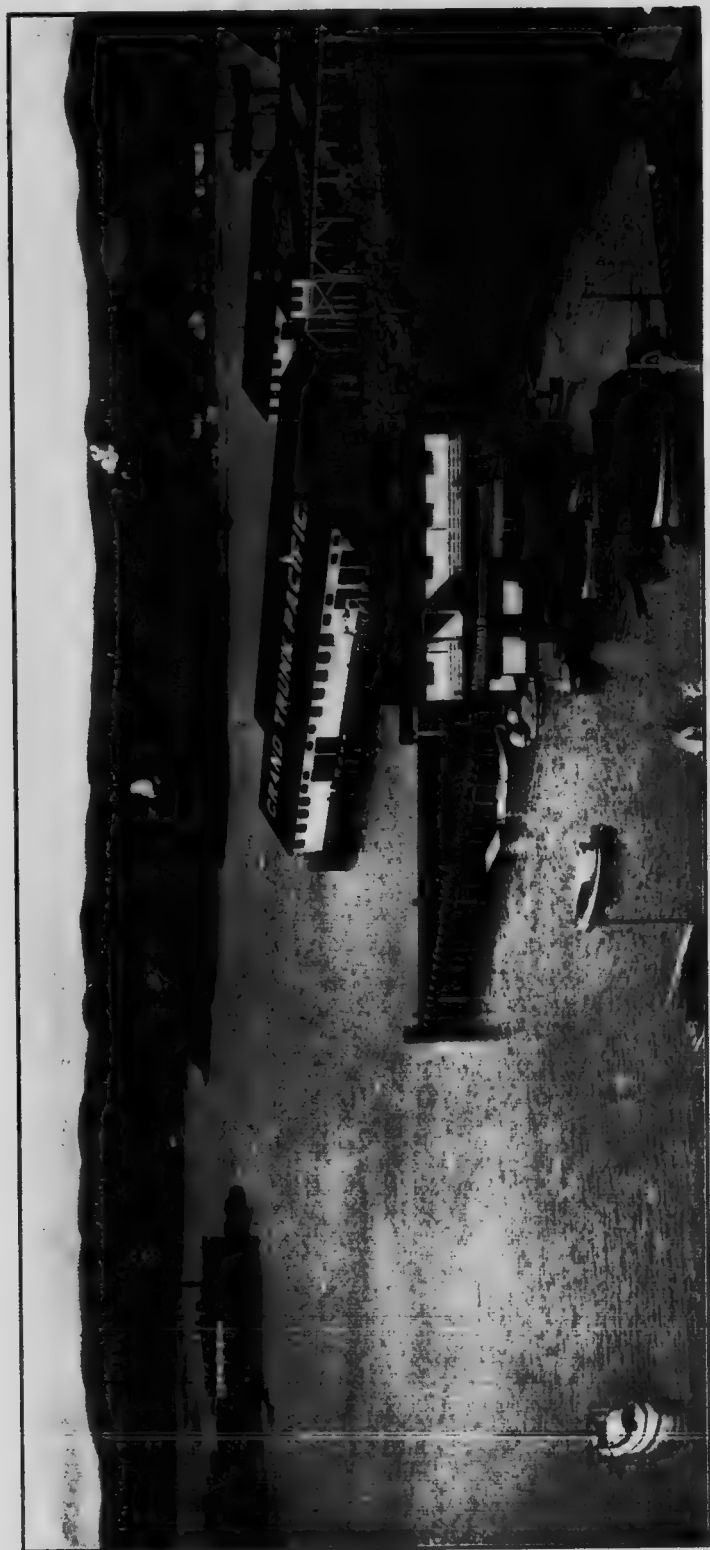
The city is rarely mentioned without being spoken of as the most English place in America. Its climate and scenery are declared to have something peculiarly English about them and its population, largely English by birth, are ultra-English in sentiment, tradition and manners. Victoria's quaintness is now feeling a rude shock in its business section through the erection of many fine modern buildings, in fact, at the present rate, old-world architecture and construction will soon be a thing of the past "down town," but its miles of beautiful residences and English gardens must remain to attest the aesthetic taste of its people and their solid prosperity.

THE STRAITS

For a great part of the eighty-three-mile run from Victoria to Vancouver, the steamship route either follows the coast of Vancouver Island or winds its way through an archipelago of beautiful islands, crosses the Strait of Georgia, passes the mouths of the Fraser River, where the color of its torrential waters is clearly defined against the deep green of the sea where they meet; the white canneries and thousands of fishing boats in the season, impressing one with the enormous extent of the salmon fishing; on past English Bay, constantly nearing the rugged mountains towering north and south of Vancouver, rounding Stanley Park with its immense trees and beautiful drives, the splendid harbor is traversed and to the steamship docks to take on its northbound passengers and to permit those already aboard a few hours on land for sight-seeing and kindred purposes.

VANCOUVER

Burrard Inlet, which constitutes the harbor of Vancouver is worthy of flattering comment from a scenic standpoint, but the splendid site on which the city is built but complements the harbor. The population of Vancouver, in the beginning of 1911, was about 135,000, but, like Seattle, has been pushing the forest back to make room for building operations for comparatively few years, so that figures must be increased in population and industrial advancement month by month. It is only seven years ago that the entire population on Burrard Inlet was only 40,000. Vancouver is the chief port on the Pacific Coast of Canada, and its shipping is greater in the number of vessels than the St. Lawrence



VICTORIA B. C., INNER HARBOR AND GRAND TRUNK PACIFIC DOCKS

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and the Canadian Atlantic ports. Steamers from and to all parts of the world carry immense commerce pouring through Vancouver. The business section of Vancouver would do credit to much older cities and everything shows a substantial community.

In scenic beauty Vancouver excels. Across the Strait of Georgia are the mountains of Vancouver Island, to the south is the Cascade Range and the Olympics, with Mount Baker towering over all.

Stanley Park, probably the greatest of the natural city parks in America, is within the city limits and possesses the greatest variety of the monster trees of the Pacific slope. Many comfortable hotels minister to the wants of tourists who come to see, stop to wonder and are enthusiastic ever after over the prospects of this liveliest of cities.

Passengers whose time or connections will not permit joining the steamship at Seattle, may make their connections by rail to Vancouver, which is the terminus of trains from Seattle and beyond as well as of the Canadian transcontinental lines.

NORTHBOUND TO PRINCE RUPERT

Each corner of the world has its marvels of stupendous scenery, rushing torrents or quiet landscape, and even the handiwork of men or the result of the labor of servile hordes of the dark ages by which the sight-seeing visitors are delighted or interested, but it has been perhaps justly claimed by those who have seen all these that the real wonderland, embracing the greatest variety of those things which delight the tourist's mind, is to be found in the trip north from Vancouver to Alaska.

The entire route to Prince Rupert is landlocked, or at least sheltered, with the exception of a short distance. The Strait of Georgia, which is traversed for the first 120 miles from Vancouver, is fairly open, but many islands, some of considerable size, relieve any possible monotony of the view. To the west is Vancouver Island and that section of it where coal mines are extensively worked, supplying practically all of the bituminous coal used on the Pacific Coast, both in Canada and the North Pacific Coast States; extensive timber mills, shipping their product to all the world, find here the greatest forests of fir on which to operate. Vancouver Island is still largely a *terra incognita* owing to its vastness, its extremely mountainous character in general and its dense forests. Large areas suitable for agriculture exist, especially towards the north end of the island, and efforts are now being put forth to survey it and send out accurate knowledge of its character and possibilities.

From Vancouver to the head of the Strait of Georgia the features of the route are different to anything north of that, inasmuch as there is usually a large stretch of water with a few large islands always in sight, whereas in the channels north the route is for the most part through a narrow winding, canal-like course as a general rule. The mountains of Vancouver Island are in view after leaving Vancouver and until the head of the island is reached. These mountains rise up in fairly regular form, their entire elevation being about 5,000 feet. As a general rule snow is visible on all. * * * There are no glaciers, consequently the timber line appears to be about at the summit of the mountains. The Coast Range, as well as the mountains on Vancouver Island, are in view towards the head of the Strait of Georgia, also running up 5,000 to 6,000 feet and somewhat less regular than the mountains on Vancouver Island.

At the mouth of the Campbell River there is a new dock, several residences, signs of the timber industry and the rendezvous for the salmon fisherman, this being one of the noted resorts,

SUMMER CRUISES IN NORTHERN SEAS



LEAVING VANCOUVER HARBOR—STANLEY PARK TO LEFT

if not the chief one, for this class of fishing on the coast of British Columbia. The salmon are what is known as the "Spring" salmon and are taken up to forty and even fifty pounds.

SEYMOUR NARROWS

Here the Strait of Georgia ends and the swift water passage, while one of the many to be found between Vancouver Island and the mainland, is possibly the most noted of these narrows or straits. The rocky, tree-clad walls which hem the water in, seem within a stone's throw of the steamer on either side as the narrows are traversed. The great mountains of Vancouver Island, with the perpetual snow on the peaks, loom up in stately grandeur. This channel is about two miles long and slightly more than a quarter of a mile wide, through which the tide rushes and meets at certain stages, consequently slow progress is made against the current, but when travelling with it the speed is very swift and the water has all the appearance of a considerable rapid.

Through Discovery Passage and Johnston Strait the character of the scenery varies at each turn, owing to the numerous islands and the inlets, the latter all along the coast deeply indenting the land, in some cases for hundreds of miles, and further north direct the warm Chinook winds from the Japan Current through the coast range of mountains to sweep over and temper the climate of an enormous area of arable land in the northern interior plateau of British Columbia, which will be traversed by the Grand Trunk Pacific Railway for nearly four hundred miles.

Looking east from the steamer the summits of the Coast range of mountains are constantly in view, and while not as high as those on Vancouver Island, as a rule, are more numerous and show the manifest difficulties in penetrating to the level land beyond.

On a northern cruise not the least interesting or infrequent of the sights from a Grand Trunk Pacific steamship is to meet or to travel on a parallel course with a school of whales—frequently four, five or even twenty huge fellows, blowing and plunging clumsily along, showing their backs and dorsal fins above water, their tails rising as the next plunge is taken.

The Right Whale of the Pacific is the largest on the Pacific

GRAND TRUNK PACIFIC STEAMSHIPS



A STATEROOM ON STEAMSHIP "PRINCE RUPERT"

Coast, while the Black Whales or Black Fish are more numerous. The Thrasher Whale or Killer is also occasionally seen and sometimes in combat with the larger species above referred to.

ALERT BAY

After traversing Johnston Strait this Indian Village at the head of a deep bay is passed. This place has a cannery, in fact along the entire coast the ports of call usually boast one or more canneries, for fishing is perhaps the calling that attracts the greatest number of followers on the coast, with the possible exception of lumbering.

Alert Bay is noted for the finest and greatest variety of totem poles on the Pacific Coast. The one street of the village is bordered with these quaint and remarkable totems—thirty and forty feet high, some of them—representing a record of tribal history, its wars and victories. The one-eyed eagle, the whale, the frog, the crouching bear, and many mythical animals, contribute their shapes in these storied fabrics of fantastic carving to make a study of peculiar interest to the curious.

The route continues through winding channels, between myriads of islands, until Queen Charlotte Sound is reached, and steaming across the opening with nothing to the west but the Pacific Ocean, brings the boat into sheltered ways again, behind

SUMMER CRUISES IN NORTHERN SEAS



A PARLOR ROOM ON STEAMSHIP "PRINCE RUPERT"

Calvert Island, when a great natural canal to Bella Bella Village is followed in almost a straight course. Bella Bella marks the entrance to one of the channels of the deep Bella Coola Inlet which penetrates the main coast for a hundred or more miles. It was here that Sir Alexander Mackenzie reached the Pacific Ocean after his overland journey across Canada in 1793, the first to perform this feat, and twelve years prior to the accomplishment of the overland journey across the United States, from the mouth of the Missouri River, by the intrepid explorers Lewis and Clarke. Mackenzie ascended the Peace River and the Parsnip, crossed the divide to the Fraser and down that river through roaring cañons and over almost impossible portages far beyond his proper route. Retracing his way to the mouth of the Blackwater, which friendly Indians gave him to understand was his proper route, he ascended the river as far as possible, where, abandoning his canoes, he pushed on due west overland amid privations and hardships of every description, until the salt water of Bella Coola Inlet was reached, and this young Scotch Canadian thus achieved immortal fame in the list of Empire builders of Greater Britain.

The islands at the southwest end of Queen Charlotte Sound, with the shadowy shores of Vancouver Island behind, make an interesting vista; the mainland shore is very irregular and in some places the surf, with the background of hills, is a very delightful view. This Sound is traversed in about three hours and, with the exception of about four or five miles: Milbank Sound, there is no possibility of any rough water being encountered elsewhere on the route between Vancouver and Prince Rupert.

From Fitzhugh Sound north the scenery is even finer than in the channels east of Vancouver Island, although the mountains are not especially high, very few of them running more than 5,000 feet. There is no fir beyond the latitude of the north end of Vancouver Island, but along the whole coast there is a tremendous growth of spruce with some cedar.

From Bella Bella the steamer traverses its devious picturesque way for several hours, when Finlayson Channel, between Princess Royal Island and the islands and mainland, and Greenville Channel, between Pitt Island and the mainland, gives an almost

GRAND TRUNK PACIFIC STEAMSHIPS

unbroken canal-like passage to within a short distance of Prince Rupert. This is the most wonderful panorama of scenic beauty in the world.

Swanson's Bay, on Finlayson Channel, besides the cannery, possesses large sawmills and a large sulphite pulp industry. The power is derived from a magnificent waterfall which forms a splendid background to the view, for the settlement is built on a narrow ledge between the mountains.

Canneries are in evidence at every port where the vessel calls, and at Lowe Inlet there is a freezing plant, in addition to which the halibut are salted and sent out in tierces or barrels, no salmon pack being made.

Finlayson Channel is probably the most attractive scenery on the whole route, the channel being very narrow and the hills abrupt.

Leaving Greenville Channel, Porcher Island is passed to the west of the steamer, and on the mainland opposite is Port Essington, marking the mouth of the Skeena River, along which, for two hundred miles, the Grand Trunk Pacific is being constructed. The salmon run takes place in July and August and myriads of fishing boats almost block the path of the steamer to Prince Rupert, for the "Sockeye" will not wait, and while the water is alive with them the harvest must go on.

Smith Island and Kaien Island succeed immediately after crossing the mouth of the Skeena, and Prince Rupert, located on the latter island, is reached.

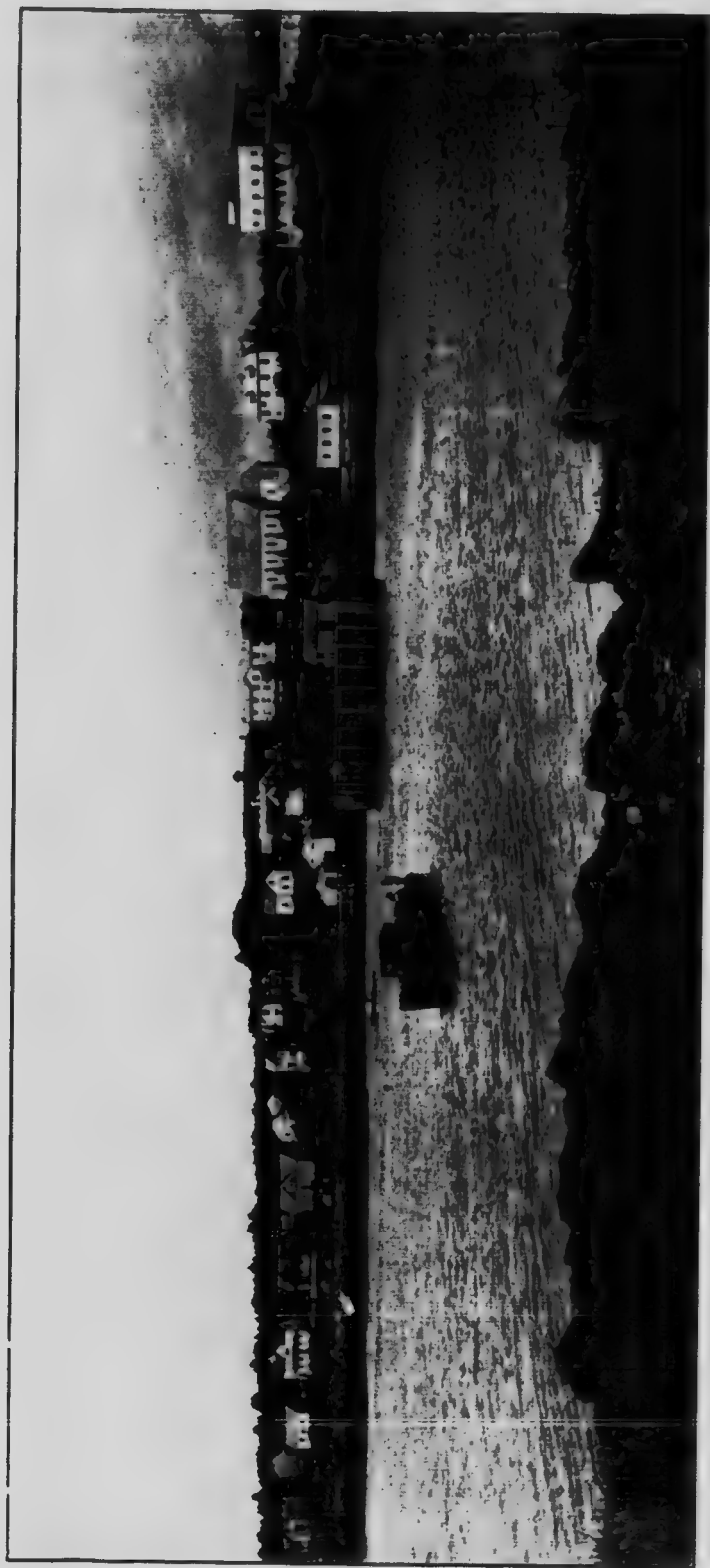
The channel to Prince Rupert leads around the south end of Digby Island from the north, and a straight passage from the south. The surrounding scenery is very beautiful and the harbor does not leave anything to be desired, as it is about one mile wide, and there are seven miles of good anchorage without any obstruction to be met with.

PRINCE RUPERT

The Pacific Coast terminus of the Grand Trunk Pacific Railway is thirty miles south of the boundary between British Columbia and Alaska, and its harbor is the finest on the Pacific Coast.



LOOKING FORWARD TOWARD SHADE DECK OBSERVATION ROOM



METLAKATLA, THE CITY OF GOOD INDIANS, FOUR MILES FROM PRINCE RUPERT

GRAND TRUNK PACIFIC STEAMSHIPS

It is large, land-locked, with deep water and no shoals or other obstructions to navigation. It has three outlets so that there are no strong tidal currents.

The first sale of Prince Rupert town lots, which are owned jointly by the Grand Trunk Pacific Railway and the British Columbia government, was held in the last week of May, 1909; 2,078 lots were sold for over one million dollars, the prices obtained being an average of \$2,500 each for business lots and \$50 to \$1,500 for residential lots. Since then real estate transactions have been very brisk and about 5,000 lots have been sold, most of them being covered with buildings as fast as material and labor can be procured.

The climate of Prince Rupert is much like that along the Pacific Coast between San Francisco and Vancouver. There is a heavy rainfall in certain portions of the season, but very little snow, and the temperature ranges from 10 to 80 degrees above zero. Building has recently commenced in Prince Rupert, in the making of what is confidently expected will be a very large city. Its shipping trade promises to be enormous, for with the construction of the Grand Trunk Pacific Railway on its low grades, a large proportion of the products of Western Canada will find the world's markets by this route, and more especially with the completion of the Panama Canal in 1915. The route will also be by far the shortest between Europe and the Orient and around the world.

Prince Rupert is a day and a half sail nearer the Orient than any other North American seaport and nearly two days' sail nearer Alaska and the Yukon than the next nearest port, so that this constantly developing trade will naturally find its chief outlets over the Grand Trunk Pacific and its connecting steamship lines.

The development now taking place in Queen Charlotte Islands in timber manufacture, mining and agriculture, will also naturally benefit Prince Rupert. The fisheries, likewise in the vicinity of Prince Rupert, is the largest industry of the kind in the world, and will furnish another means of wealth and prosperity to Prince Rupert. The wharves at Prince Rupert, constructed by the railway, are of a modern and permanent character and, as the needs of commerce direct, will be added to as required.

Prince Rupert itself will be a very beautiful city; the site is not deep, as it terminates against a high ridge of mountains about three quarters of a mile in a direct line from the harbor front; the rise is gradual for about 350 feet from the water to the highest part of the city and then drops about 100 feet to the base of the mountains. Southeasterly and northwesterly, however, there is ample room for expansion, but this will have a tendency to make the property in the centre of the city very valuable.

Lakes Morse and Wainwright, being an expansion of the channel between Kaien Island and the mainland, are very beautiful.

QUEEN CHARLOTTE ISLANDS

Clothed with romantic incident beyond any other group of islands of the North Pacific, rich in minerals and forests, forming a barrier to enable the fisherman to take his toll in the richest fisheries of the world in comparative peace, the Queen Charlotte Islands, thirty-five miles at the north and fifty at the south end from the mainland, show up their miniature hills and mighty snow-clad ranges rising from myriads of harbors, inlets and lagoons, many of which suggest ideal hiding places for the buccaneers of a by-gone day, if it were not for the unromantic fact that there was nothing attractive to piracy until very

SUMMER CRUISES IN NORTHERN SEAS



DINING SALOON,
GRAND TRUNK PACIFIC STEAMSHIP "PRINCE GEORGE"

recently, when the treasure-laden ships from the Yukon and Alaska traverse the seas on both sides of the islands in security.

Visited first by white men in 1775 it was almost a century of constant work and exploration before the waters were charted and definite knowledge, even in a superficial manner, obtained of the resources and inhabitants.

The Haidas, a fierce and ever-warlike and powerful tribe of Indians, formerly held undisputed sway in the islands and even to the mainland, where their expeditions by canoe were both swift and dangerous to their enemies or prospective victims. When not fighting they were fishing and as a consequence partly of their pursuits, and largely because travelling overland in the islands is impossible to any great extent (owing to the jungle and forest growth of giant spruce, hemlock and cedar), the natives, while powerfully built as a rule, and rather favored in appearance, are long of body and short in limb.

Their houses and villages are better built than elsewhere in British Columbia and the totem poles, of which there are two to a house, are more massive and original in carving than others on the Canadian Coast.

MASSET

The course from Prince Rupert to Masset, at the north end of Graham Island, which is the largest island of the group, traverses Hecate Strait, and giving Rose Point a wide berth, the crescent-shaped bay is crossed, the inlet penetrated to the dock at Masset. Masset Inlet is a channel and lake of great beauty, with shores rising sharply and clothed with heavy timber. A large area of arable land occurs on Graham Island, comprising the only land of any extent available for agricultural purposes on the islands.

SKIDEGATE

The eastern shore of Graham Island is rather low, relieved by mounds or hills of sand, numerous lagoons running inland, but upon entering Skidegate Inlet, and in fact the remainder

GRAND TRUNK PACIFIC STEAMSHIPS

of the route along the coast and through the islands, is exceedingly picturesque. Mining development in coal and copper is under way at many points on the route and the exploitation now taking place is expected to show that the commercial future of the islands is very important. Queen Charlotte City shows probably the greatest development so far in this respect.

Skidegate, an Indian village, is half a mile in length, quite an unusual size. The name Skidegate, also Cumshewa, as well as many other names, express the territory or tribal jurisdiction of a chiefship.

Skidegate Inlet separates Graham Island from Moresby Island and the course of the steamer traverses the archipelago and numerous inlets and straits of the east coast of this island. Snow-clad mountain ranges, rising 4,000 to 5,000 feet above the sea, become frequent.

Altogether the circuit of the ports on the Queen Charlotte Islands is a trip of exceeding interest, both from a scenic standpoint and its unique studies of Indian greatness now largely departed, but of which frequent witness is borne in the number of decayed and decaying villages with a large store of curios, legend and folklore.

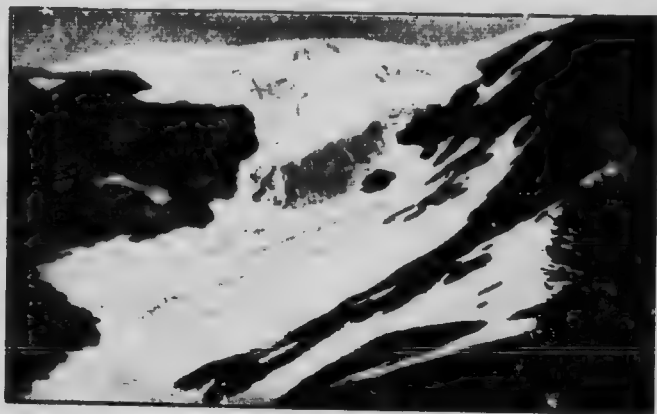
From Prince Rupert up the Skeena River

The entrance from Prince Rupert to the Skeena River from the north is along the north shore of Smith Island; from the south directly up the river, the main channel at Port Essington being two miles wide.

There are several canneries, with their white villages occupied by Asiatic and Indian labor during the canning season before passing Port Essington, but there are no canneries above, although the fishing fleets run up the river for at least twenty-five miles above Port Essington north to the head of tide-water, which is about fifty miles from Prince Rupert. A very interesting sight is to see the Japanese fishermen, for the fishing is largely done by Japanese, sailing or rowing fishing boats, extremely vigorous when working. The packing is done largely by Chinese and Indians.

All along the river in the season can be seen the Indian families or tribes in camp smoking their winter supply of fish.

Port Essington, on the south shore as the river is entered, has for scores of years been an important post of the Hudson's Bay Company and is one of the most important of the outfitting



STEWART GLACIER, PORTLAND CANAL

SUMMER CRUISES IN NORTHERN SEAS

and shipping of the salmon fishermen. Following a disastrous fire last year, the Hudson's Bay Company has removed its post to Prince Rupert, from which point its Skeena River steamers now depart.

The Skeena River is a torrential river of the North and one of the largest of British Columbia, fed by the melting glaciers, its navigation depending largely on the sunshine and rain. It is remarkable for its scenic beauty, the grandeur of its hills, or its cañons, its magnificent fringes of gigantic trees and the real human interest attached to its trade and the natives and others associated with the various industries and pursuits.

The Coast Range of mountains, viewed from the trains of the different transcontinental railways are undoubtedly magnificent, rising, as they do, 3,000 to 5,000 feet, but owing to the narrowness of the ravine which the railway usually traverses, it is difficult to get the best view when passing through. On the other hand, if the trip up the Skeena River is made, the broad valley through which it runs affords a splendid view of the wonderful mountain scenery.

Within fifteen miles of Prince Rupert, where the Skeena River proper begins, something new and something wonderful presents itself; the magnificent estuary or inlet is a fitting foreground for the mountain ridges which come close to the river on both sides for a distance of 100 miles; these mountain ridges rise from 6,000 feet to 7,500 feet above the water.

Owing to the milder climate along the Skeena, glaciers do not form, but snow is always present in the gullies towards the top of the ranges and many avalanches are dissipating in the warm rays of the sun at the base. The hills are well clothed with timber, excepting where too precipitous, and then bare rocks in fantastic shapes and beautiful colorings make one feel that he has seen the ultimate in mountain scenery, those familiar with which, in Austria, Italy, Swiss Alps and Norway, declare that this is the sum of all of their previous experiences, and a little more, from a scenic viewpoint.

Along the lower Skeena many miniature cataracts fall 1,000 feet or more from the melting snow on top of these hills, and larger streams fall from hidden lakes between the mountains. Many new names will have to be coined for the nature and peculiar features of this mountain scenery.

The atmosphere is clear, ethereal and bracing; add to all this the fishing tug with its double tail of fishing boats going to the head to fish down, and our own steamer with its rainbow spray breaking from the stern wheel as we glide swiftly and smoothly along the shore, and you have a memory in scenery hard to forget. The clouds, too, hang sufficiently to color the hillsides in the sunlight and the dragging mists on the snow summits of the mountains, with the threads and ribbons of water falling from cloudland, add an additional touch of beauty.

Not the least interesting part of the trip up the Skeena is the presence of wild life almost constantly in view; fish eagles are very numerous, gulls, wild geese, ducks and also seals, those inveterate fishermen, are very numerous for seventy-five miles up the river.

At the season of the salmon the small streams especially are crowded with salmon working up—so numerous are they that the Indian crew on the boat spear numbers of them from the deck.

At forty-three miles from Prince Rupert is what is called Rock of Gibraltar, wonderfully bold in its outline and running to the clouds. Shortly above this, or fifty miles from Prince Rupert, the river becomes tortuous and swift, the tide having disappeared; islands are numerous, in fact the entire river from here on is similar to a delta; cottonwood and cedar grow thickly on all of these hills and none of the river can be deemed monotonous owing to its constant change.

GRAND TRUNK PACIFIC STEAMSHIPS

Seventy-five miles from Prince Rupert there is a most remarkable terrace of mountains—the palisades on a gigantic scale running up 6,000 feet at least—with the corrugated walls and the numerous ravines—and the tops of the hills with a castellated border—probably the most wonderful feature of the whole mountain scenery on the river.

Kitselas Cañon is about a mile long and seldom more than 100 feet wide; the walls of the cañon rise up 100 feet sheer, or more, and the water rushes through with the force of a cataract. The mountains at this point recede from this precipice to a height of 6,000 to 7,000 feet.

The Grand Trunk Pacific, as it winds along this river for the entire distance, will probably be the finest scenic route in the world on account of the width of the valley permitting a free view of the wonderful features of this country. Trains will be in operation from Prince Rupert along the Skeena River in the early season of 1911.

Most of the names of the villages or places along the Skeena River have the word "Kit," which signifies "people of" and closely related to the word "kin," as, for instance, "Kitwanga" means the people of the rapids.

The steam service on the Skeena River consists of nine flat-bottomed wheel steamers, similar in type to those on the Columbia River and other swift shallow streams. The accommodations on the boats is reasonably comfortable, some of them even incalculable to luxury in their appointments. A side trip, therefore, from Prince Rupert to Kitselas Cañon, 100 miles and back, either by rail or boat, is one of the most wonderful features of the northern trip.

PRINCE RUPERT TO STEWART, B. C.

From Prince Rupert northward the steamship route skirts the south shore of Digby Island, enters Chatham Sound, and for a distance of five miles Digby Island Entrance is traversed, then sheltered waters continue through to the head of Portland Arm where Stewart is situated. Past the Indian village of Metlakatla, to the east, and then to Port Simpson, thirty-seven miles from Prince Rupert. Port Simpson was established as a Hudson's Bay Company post more than one hundred years ago, and as the Indian tribes, including the bellicose Haidas of the Queen Charlotte Islands, had come by this time to regard all intruders as enemies, strong fort and entrenchments had to be built to protect the trading post, and while making this the centre for trading the lives of the Hudson's Bay Company officers were often, as it was many years before these war-like tribes treated newcomers with proper respect. Even at the present time the original structures are seen at this unique village, including the "guest-house" of the chiefs. Many interesting legends are still preserved in the records at this post, in fact sufficient legendary lore, both native and white, clusters around this village to delight the antiquary or the collector of folklore.

Port Simpson is situated at the entrance of the Portland Canal, which is the most northerly inlet on the Coast of British Columbia, forming the international boundary between Canada and Alaska.

This canal or fjord is about fifty-five miles long, the shores being most picturesque, rising like mammoth battlements to the height of 6,000 feet at times, guarding as it were the rich deposits of mineral which Mother Nature holds fast in her granite grip, the recent discovery of which has attracted world-wide notice and the mineral development is assuming gigantic proportions.

SUMMER CRUISES IN NORTHERN SEAS



SMOKING ROOM, SHADE DECK AFT

Attention was first drawn to Portland Canal when a party of sixty-four persons from Seattle landed at the head to look for placer diggings at the source of the Naas River. A few "colors" were found in their pans and it has since been stated that had their "grub" held out they would have found diggings worth staying with. As it was, two or three of the party wintered on the canal, and in the spring of 1899 staked out what is now known as "Roosevelt" claim, situated on Bitter Creek. In 1902 "Stewart's Claim" was staked out, and in 1903-6 the principal claims on Glacier Creek were discovered. There is still ample field for further prospecting.

The first call on the Portland Canal is Naas Bay, Kincolith Wharf. The Naas River empties into Naas Bay, and it is along this river that some of the greatest mining development is looked for.

Observatory Inlet opens up at Kincolith and runs due north for about thirty miles. However, as discoveries have been made only recently and the country has not been prospected to any great extent, it is difficult to say how rich or how far-reaching this field will be.

The scenery along Portland Canal is similar to other Alaskan Coast ruggedness. Many glaciers are visible with wonderful iridescent effects on the clear ice as the sun strikes them.

STEWART, B. C.

Stewart is the newest town and the headquarters for the newest mining field. Like all new western towns every one is working with frantic haste to accommodate the incoming of population and unquestionably the miner or the tourist will find that the place is not lacking in its elements of interest destined, as it seems, to be the chief depot for the mining district which is being prospected and opened out, which from present appearances will extend at least from the Portland Canal to the head waters of the Skeena River.

GRAND TRUNK PACIFIC STEAMSHIPS

THE NEW STEAMSHIPS

In issuing this publication for the current year special mention must be made of the two new and splendidly equipped twin-screw steamers "PRINCE RUPERT" and "PRINCE GEORGE," for service from Puget Sound, Victoria and Vancouver to Prince Rupert, the Western terminus of the Grand Trunk Pacific Railway which is rapidly developing into the most important western Canadian seaport for the shortest "round-the-world" passenger service by the "All Red Route."

These beautifully designed and graceful steamers are the largest and fastest vessels of their class on the western coast, also the most handsome in their outside appearance and interior decorations, the whole scheme of design and ornamentation having been most carefully considered and artistically carried out by the builders, Messrs. Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England, under the able supervision of the Company's Naval Architect and Superintendent, Mr. R. L. Newman.



GRAND TRUNK PACIFIC DOCK, SEATTLE, WASH.

The general dimensions of these vessels are:

Length overall	320' 0
Breadth extreme	42' 1½
Depth moulded to shelter deck	26' 0
Gross tonnage	3,380 tons
Deadweight carrying capacity	1,100 tons
Water ballast	606 tons
Fuel bunker capacity	410 tons

Twin-screw engines, triple expansion with four cylinders and cranks balanced on the Yarrow Schlick and Tweedy system to ensure smooth running without vibration. Indicated horse power about 6,000.

Boilers: two large double ended and two large single ended boilers of 180 lbs. working pressure. Howdens forced draught. Speed 18½ knots, loaded.

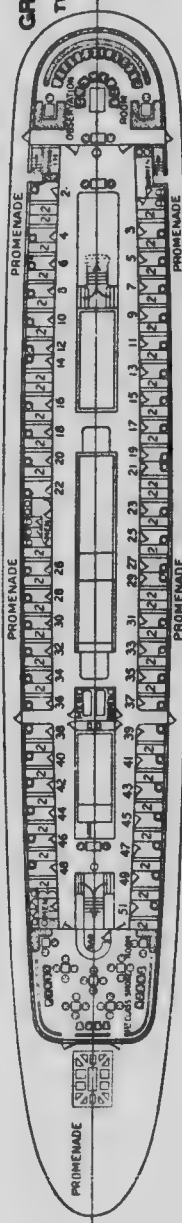
Passenger accommodation, 220 first-class, 132 second-class.

Promenade space for about 1,500 excursionists.

Crew, 84.

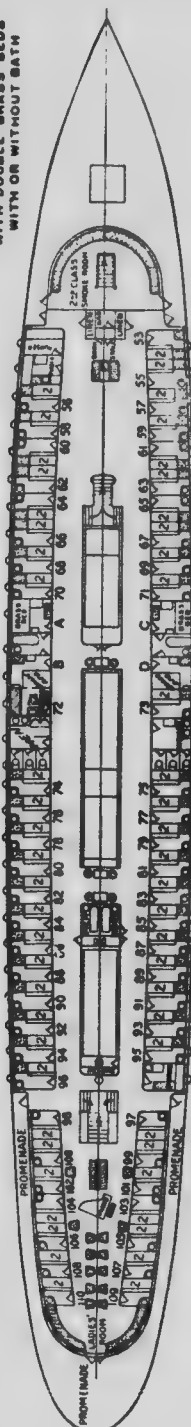
The vessels are rigged as two masted fore and aft schooners with three funnels, and their straight stems and rounded cruiser sterns give them a very smart and graceful appearance in

SHADE DECK

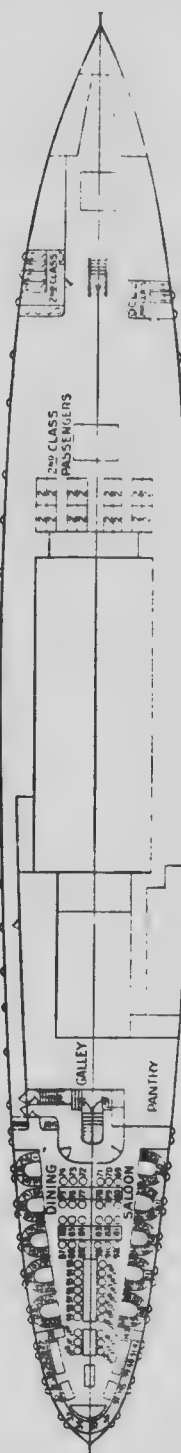


A, B, C, D, ARE PARLOR ROOMS
WITH DOUBLE BRASS BEDS
WITH OR WITHOUT BATH

SHELTER DECK



MAIN DECK



GRAND TRUNK PACIFIC STEAMSHIPS

addition to affording increased deck room for promenade and accommodation.

On the shelter and shade decks, are long steel houses giving elegant and spacious accommodation for the first-class passengers together with the elaborate and tastefully decorated public rooms which are a special feature of the vessels.

The upper deckhouse is designed so as to give ample promenade walk at the sides of the ship, which will be a very popular feature, enabling passengers to promenade entirely round the ship and from which to have an unobstructed view of the beautiful scenery enroute.

The vessels are built in strict compliance with the requirements and under the inspection of the British Corporation and British Lloyds for vessels in the coasting service and in accordance with the British Board of Trade and Canadian regulations for passenger steamers of the above class.

The hull is designed with remarkably fine lines forward and a clear run aft to obtain a high speed commensurate with the power of the engines and to enable the vessels to easily maintain a quick and reliable service between the ports of call.

The vessels are constructed of heavy bulb angle frames and beams and steel plates, all of Siemen's-Martin Steel, tested at the mills, and strong enough to pass the most rigid requirements in chemical, ductile and tensile qualities.

A cellular double bottom is fitted for a considerable distance amidships divided into eight compartments, and these together with specially arranged trimming tanks of large capacity enable the vessel to carry over 600 tons of water ballast, beside affording increased security against grounding.

The hull itself is divided by watertight bulkheads into nine compartments, so that the safety of the vessel in the event of any compartment being damaged is assured. Steel bulkheads extending to the main deck completely separate the freight spaces from the parts of the ship occupied by the passengers and crew.

With careful consideration for the comfort of passengers, to prevent the vessels rolling, large bilge keels are fitted for a considerable length on each side. There are four decks, namely, lower, main, shelter, shade and boat decks, the main and shelter decks being of steel for a considerable length amidships and sheathed with wood, the other decks being of wood with steel tie plates.

A complete installation of artificial ice and refrigerating plant is fitted in conjunction with cold storage chambers of about 4,500 cubic feet capacity for carrying ship provisions.

The life-saving equipment and fire-extinguishing apparatus, always such an important feature on passenger vessels, have had special attention, and are fitted in accordance with the strictest regulations and requirements of the British Board of Trade and Canadian Law.

The vessels will be brilliantly illuminated with a complete installation of electric light, which enters largely into the general scheme of decoration, and the necessary power will be provided by three large generating sets fitted in the engine space. In connection with this installation, which is on the most up-to-date and efficient lines, electric bells are fitted in all the passengers' and officers' cabins with indicating board in suitable position, also a very powerful searchlight fitted on the foremast.

A complete system of wireless telegraphy is also installed so that constant communication may be kept up with stations on shore.

The whole of the decorative woodwork has been executed by the builders, and the various styles adopted have been treated in a broad and free manner, and by judicious selection and



ON THE DOCKS, PRINCE RUPERT, B. C.

GRAND TRUNK PACIFIC STEAMSHIPS

arrangement of the various woods employed in the decorative scheme, the natural beauties of the woods are utilized to the best effect.

The coloring throughout is in one inclusive scheme of mahogany, oak and maple, with soft green, rose, old gold, ivory and pure white, the whole being carried out with artistic taste, and giving the most eye-enchancing effects.

Entering by the first-class gangway on the shelter deck, passengers pass through a large vestibule panelled in flat ivory white and laid with very effective black and white india rubber interlocking tiles. From the centre the grand stairway leads to the first-class smoke room and accommodation on the shade deck above, and down to the first-class dining saloon on the main deck aft. This magnificent stairway is of polished mahogany guarded with an ornamental wrought iron balustrade with mahogany hand rail, enriched with large gilt emblematical maple leaves, and at the half landing is fitted a large mirror in carved frame. Overhead is a handsome skylight with artistic stained glass panels and ornamental 5-light candelabra with pear shaped, cut-glass globes, the whole stairway being beautifully finished, tastefully decorated, airy, and well lighted.

At the head of the stairway is the Bureau where passengers may make all arrangements with regard to securing their berths and having their baggage disposed of.

On each side of the vessel extends a wide and roomy well-ventilated fore and aft corridor, panelled in ivory white, ornamented with suitably enriched moulding, heated by steam radiators and effectively laid all over with rose Axminster carpet, the whole forming a splendid and imposing interior promenade.

Special provision has been made for writing accommodation which is provided by tables and upholstered armchairs, fitted in recesses between the corridors.

Opening from these corridors are the lavatories, also the staterooms which are each handsomely fitted up with two berths with hair mattresses, of which the upper bed can be folded up against the bulkhead when it is desired to use the room as a single berth, wash basin with hot and cold water service, mahogany toilet rack, settee, upholstered in rich tones of rose moquette, dress ring hooks, two watch pockets, sponge nets, two luggage racks, mirror, white metal hat and coat hooks and other useful fittings. Curtains of cream challis cloth are fitted to the beds and rectangular sliding windows opening on the deck, and the floors are laid with rose-coloured Brussels carpets. The staterooms are effectively fitted by steam, and ventilated by expanded metal mesh panels in the upper part of the framing, fitted with inside draught screens, and jalousie panels in the lower part.

Special mention must be made of the electric lighting arrangements which are effected by white metal ceiling fittings with frosted shades and lamps, which can be switched on and off both from the doorway and from the bed head, and also the electric reading lamps fitted on the bulk head above the berths in convenient positions, near which are also fitted the electric bell pushes.

Four special luxurious parlour rooms, two on each side, are fitted amidships on the shelter deck, all decorated and furnished in Early Victorian style, each in panelled, different polished wood: one in maple upholstered in shades of soft green goat-hair cloth with damask curtains to bed and windows, and green Axminster carpet of handsome design; one in oak, and one in Australian pine, decorated in shades of delicate blue; and one in solid, selected mahogany, upholstered in deep rose moquette, with



PART OF THE PICTURESQUE HARBOR, PRINCE RUPERT, B. C.

GRAND TRUNK PACIFIC STEAMSHIPS

Grecian satin curtains to match and rose-colored Axminster carpets, all harmonizing very effectively.

Each room is fitted with brass bedstead, dressing table with adjustable mirror, folding lavatory, upholstered toilet rack, hat and coat hooks, double ring hooks, luggage rack, etc., heated by steam and lighted with white metal double bracket electric lamp, with frosted shade on bulkhead, also ceiling pendant and portable electric candle lamp with shade.

Between each pair of rooms is fitted a private bathroom with hot and cold water supply, tastefully laid with blue and white tiles and well ventilated.

Toward the forward end of the deckhouse a grand staircase of solid mahogany is fitted, leading to the accommodation on the shade deck, ornamented and lighted similarly to the after one, but with large open light and air well overhead guarded by mahogany rail, and ornamented iron balustrade all tastefully decorated with plants and ferns, which add a seductive and charming appearance to the general design.

Forward of this is an upholstered lounge and a bookstall, also the purser's room and office. A door on each side gives access to the second-class promenade at the fore end of the shelter deck.

At the after end of the shelter deckhouse is the ladies' lounge, furnished in ivory white enamelled panels and decorated with suitably enriched mouldings. A mahogany settee is fitted round the after end and one in the centre, also a number of wicker easy chairs all richly upholstered in rose moquette, the rectangular sliding windows being fitted with cream silk tapestry curtains and the floor laid with a soft, deep rose-coloured Axminster carpet of special design.

A grand piano and upholstered duet stool are fitted, and the lounge is lighted by a large lantern skylight, beautifully ornamented with stained glass panels of delicate and refined colouring and heated by a large ornamental heater with marble top fitted with rail. The electric fittings are white metal ceiling pendants with cut glass, pear-shaped globes; and in the skylight, white metal bracket fittings with frosted shades and lamps are fitted in keeping with the general design.

Descending the grand staircase a large rotunda is reached, the lower part panelled in solid polished mahogany and the upper part of the plate glass with astricles, cornice, etc., and laid with black and white india rubber interlocking tiles of special design. From the rotunda open two doors with ornamental leaded glass panels of chaste coloring, leading into the first-class dining saloon at the after end of the main deck.

The saloon is a modified example of the Georgian period, the upper part being decorated in ivory white panels decorated with gold lines, and the lower part panelled in polished mahogany, the whole design blending with a prevailing spirit of warmth and light.

This room occupies the whole width of the ship and extends for a total length of seventy-two feet, the additional space afforded by the rounded cruiser stern being seen here to the fullest advantage. A special feature which attracts the immediate attention is the arrangement of five panelled semi circular bays each side, each fitted with a small table and chairs for seating five persons, in addition to the centre tables and settee round the stern, which is also provided with tables, the whole being adapted for dining 114 persons.

The tables and chairs of the tip-up type on metal stands are of selected solid polished mahogany, and the carved sideboards, dinner wagon, silver cabinets, etc., are all designed in uniformity with the surroundings.



HOLE IN THE WALL, ON SKEENA RIVER, NEAR PRINCE RUPERT, B. C.

GRAND TRUNK PACIFIC STEAMSHIPS

Large side lights are fitted in pairs all round the saloon giving a smart and novel appearance distinct from the old fashioned design, and the introduction of a number of swivel lights enables these to be kept open in warm weather to catch the breeze caused by the vessel's motion.

Steam heaters are fitted under the tables so as to efficiently heat the room in cold weather without causing any obstruction.

The electric lighting consists of a large number of very artistic special frosted silver ceiling fittings, in harmony with the general design, fitted with cut glass bowls allowing ample head room underneath, and carefully placed so as to spread the light evenly over the tables. Electric bell pushes are fitted at the end of each table, those to the centre tables being suspended from the ceiling. The upholstery of this room is tastefully executed in crimson leather, with crimson cloth table covers and window curtains of cream challis cloth, the floor being laid with Axminster runners of rich crimson tone laid over the wood decks.

The dining saloon is served from a large well-fitted pantry and cuisine with special arrangements to facilitate the serving of meals with the least delay, the whole of these rooms being located aft to prevent the odours penetrating to the rest of the vessel.

On the main deck forward of the galley is situated the first-class gentlemen's lavatory, ventilated by efficient air trunks with louvres, also the barber's shop suitably provided with hot and cold water supply and all the requisite fittings.

Reascending the grand staircase to the shade deck the first-class accommodation in the upper deckhouse is reached, the cabins opening off wide fore and aft corridors similar to those on



ONE OF THE MANY FINE RESIDENCES IN PRINCE RUPERT

the shelter deck, but of increased height, being ventilated and lighted by means of a continuous raised cambered roof, fitted at the sides with long clerestory ornamental glass panels, the whole being in ivory white panelling suitably decorated with mouldings giving an atmosphere of brightness and freedom.

The staterooms are fitted up in a similar manner to those on the shelter deck, but without a settee, the curtains and carpets being of a rich blue tone.

At the after end of this deckhouse is situated the first-class smoke room, an elegantly fitted apartment panelled in solid dark fumed oak of late 18th Century Colonial design, the panels being inlaid with choice selected specimens of "PURIRI," obtained from Australia, the blending of which affords quite a unique and pleasing effect, proving a delight to the eye.

This room is lighted by large and heavy plate glass windows specially arranged to give a clear and unobstructed view, and advantage is taken of the raised roof which extends overhead to



STEAMER ON SKEENA RIVER, EAST OF PRINCE RUPERT, B. C.

GRAND TRUNK PACIFIC STEAMSHIPS



A BUSINESS STREET IN PRINCE RUPERT, ONE YEAR OLD—1910

fit small clerestory windows in the sides with ornamental glass, thus giving increased light and ventilation.

A number of small square oak tables with four armchairs each, all of metal stands, are distributed about, as well as a number of comfortable oak lounge chairs at the sides, and the room is well heated by a steam pipe running all round encased in an ornamental brass fret casing.

Special dull copper ceiling electric fittings with cut glass bowls are fitted in suitable position and the upholstery is of green and brown antique leather, the floor being laid with interlocking india rubber tiling of handsome design, the whole forming an artistic combination suggestive of ease and comfort.

At the fore end of the smoke room the bar is fitted, being designed with massive circular front panelled in beautiful solid fumed oak and ornamented with rich carving of the same design as the smoke room. The bar is fitted with a refrigerating chest, filter, lockers, and all the latest provision for iced and other beverages.

Access to the open deck may be had through two doors at the after end of the smoke room, sparred seats being fitted round the stern so that passengers may sit at ease or promenade along the side walk round the vessel for exercise.

The observation room is situated at the fore end of the shade deck, and will probably prove the most popular resort for passengers. This magnificent room has pride of place, and being designed with a semi-circular front of specially prepared heavy plate glass with divisional moulded pilasters and carved capitals, enables passengers to have an extensive range of unobstructed view.

The woodwork is of selected polished maple of the best quality, decorated in the Louis 16th style with highly figured birch panels and carved gilt festoon mouldings, the ceiling being flat white decorated with geometrical designs.

An imposing loftiness is introduced by the deck overhead being raised about 1'6 above the normal height and ornamented at the sides with carved festoon mouldings, giving an appreciative air of freedom and luxuriance. Soft divans are fitted at each side, and wicker lounge chairs with footstools extend all round the forward end, richly upholstered in blue wool tapestry of beautiful design, the windows being hung with silk tapestry curtains and the floor laid with a thick blue Axminster carpet in harmony with the general scheme of decoration.

SUMMER CRUISES IN NORTHERN SEAS

A writing table and chairs are fitted at the after end, also tables at each side and one in the centre.

The room is heated by means of a large ornamental radiator fitted under the centre table, and is brilliantly lighted with special frosted silver ceiling electric fittings with heavy cut glass bowls. Exits are provided to the cabin accommodation and to the open deck where promenading may be indulged in at will.

The second-class passengers' quarters are on the main deck forward in open berths and with suitable lavatory accommodation, completely separated from all other parts of the ship.

Ample promenade space is afforded at the fore end of the shelter deck, from which access to the accommodation is obtained by a solid mahogany staircase through the second-class smoke room.

This room is fitted like the observation room above, with a semi-circular front with large and heavy plate glass windows, and the woodwork is of selected polished mahogany, fitted with settee all round the forward end upholstered in green railway rep, and floor covered with inlaid parqueting linoleum.

Heavy brass electric fittings with frosted shades and lamps are distributed to give ample light and the room is heated by steam.

The general equipment of the vessels is of the most ample description and their comfortable appointments and luxurious accommodation should ensure their being among the most popular of the Company's steamers.

NAUTICAL INFORMATION

Knots and Miles

The Statute Mile is 5,280 feet.

The British Admiralty Knot or Nautical Mile is 6,080 feet.

The Statute Knot is 6,082.66 feet, and is generally considered the standard; the number of feet in a statute knot is arrived at thus: the circumference of the earth is divided into 360 degrees, each degree containing 60 knots or (360x60) 21,600 knots to the circumference. 21,600 divided into 131,385,456—the number of feet in the earth's circumference—gives 6,082.66 feet, the length of a statute knot.

1 knot equals....	1.151 miles	5 knots equal....	5.757 miles
2 knots equal....	2.303 miles	10 knots equal....	11.515 miles
3 knots equal....	3.454 miles	20 knots equal....	23.030 miles
4 knots equal....	4.606 miles	25 knots equal....	28.787 miles

Scope of Vision at Sea

The distance at which objects are visible at sea on clear days varies, and is, in miles, about as stated below, at the elevations mentioned:

ELEVATION FEET	MILES	ELEVATION FEET	MILES
5.....	2.96	200.....	18.72
10.....	4.18	300.....	22.91
20.....	5.92	500.....	29.58
50.....	9.35	1,000.....	33.40
100.....	13.23	5,280.....	96.18

Location Aboard Ship

Looking toward the bow or head of a vessel the

Left-hand side is Port,

Right-hand side is Starboard.

So "Port the helm" carries the vessel's head to Starboard;
to "Starboard the helm" carries the vessel's head to Port.

GRAND TRUNK PACIFIC STEAMSHIPS

Bell Time on Board Ship

The nautical day begins at noon and is divided into "watches" of four hours each, time being indicated by bells striking every half hour.

A.M.	A.M.	A.M.		P.M.	P.M.	P.M.
12 30	4 30	8 30	... 1 Bell ...	12 30	4 30	8 30
1 00	5 00	9 00	... 2 Bells ...	1 00	5 00	9 00
1 30	5 30	9 30	... 3 Bells ...	1 30	5 30	9 30
2 00	6 00	10 00	... 4 Bells ...	2 00	6 00	10 00
2 30	6 30	10 30	... 5 Bells ...	2 30	6 30	10 30
3 00	7 00	11 00	... 6 Bells ...	3 00	7 00	11 00
3 30	7 30	11 30	... 7 Bells ...	3 30	7 30	11 30
4 00	8 00	NOON	... 8 Bells ...	4 00	8 00	MIDNIGHT

Watches.

Forenoon watch.....	8.00 a.m. to noon
Afternoon watch.....	Noon to 4.00 p.m.
First dog watch.....	4.00 p.m. to 6.00 p.m.
Last dog watch.....	6.00 p.m. to 8.00 p.m.
First watch.....	8.00 p.m. to midnight
Middle watch.....	Midnight to 4.00 a.m.
Morning watch.....	4.00 a.m. to 8.00 a.m.

Dog watches are used so that they will be changed every day to prevent the same people from having eight hours out every night; a man having the 8.00 to 12.00 and 4.00 to 8.00 night watches one night, and the middle watch the following night.



RESIDENCES IN ONE-YEAR-OLD PRINCE RUPERT

INTERESTING FACTS AS TO SIGHTS ON THE OCEAN

Porpoise, or Porpesse, a genius of Cetacea, of the family Delphinidæ, having a form similar to the dolphins, but the muzzle short, uniformly convex, and without a beak; a dorsal fin; the teeth very numerous, simple and equal. The common porpoise is the most plentiful of the cetacea on the British coasts, abounding particularly on the west coasts of Ireland and of Scotland. It is found also on all the coasts of Europe from the Mediterranean north, on the coast of the United States, and in the Arctic regions. It is one of the smallest of the cetacea; its length sometimes not exceeding four feet, although individuals occur of six or even eight feet in length. The porpoise is

SUMMER CRUISES IN NORTHERN SEAS

gregarious and large numbers are often seen together, sometimes swimming in file, when their backs, appearing above the surface of the water, are apt to suggest the idea of a great sea-serpent; sometimes gamboling, either in fine weather, or when a storm is approaching, or even in the midst of a storm. The porpoise feeds on fish, which its teeth are admirably adapted to catch, and herds of porpoise pursue the vast shoals of herring, mackerel, etc., into bays and estuaries.

The Japan Current.—The coast of British Columbia everywhere enjoys a climate ameliorated by the influence of the Japan Current or of Kuroshiwo which is a continuation of the North Equatorial and is the Gulf Stream of the Pacific. Starting from the east coast of Luzon it passes the east coast of Formosa; changing its course to the northeast and makes for the southwestern point of Japan. It leaves the coast of Japan after having reached Cape Moboye, to the eastward of Yokohama and turns to the northeast like the Gulf Stream off the Cape of Hatteras. The strength of the Kuroshiwo is greatly influenced by the winds of the western Pacific; during the summer months between the middle of May and the beginning of October the S. W. Monsoon blows on the coast of China to latitude 25 degrees N. and is followed during the winter by the N. E. Monsoon which retards the stream, hence it has its greatest strength in August and its least in March when it is hardly recognized as a warm stream.

In longitude 150 degrees W. (west coast of the State of Washington) the Kuroshiwo can no longer be considered a warm current, it hence gradually assumes a more southerly direction and passes the coast of California as a cold current, the California Current, and finally merges into the North Equatorial in about longitude 130 degrees W.

Gull (Larus), a genus of web-footed birds of the family Laridae, inhabitants of the seacoasts of all parts of the world. The feet have three toes in front completely united by a web, and a small hind toe, not included in the web, and sometimes altogether wanting. The wings are long and pointed. Gulls have a great power of wing, and fly apparently with ease against a storm, during the continuance of which they generally fly low, whether over sea or land, but in fine weather soar higher in the air, in which they seem to delight in performing the most varied and beautiful evolutions. They descend with great rapidity to seize prey from the surface of the water or at a small depth; but they are not good divers, and the fishes which they catch are chiefly those which, like the herring and others of the same family, swim near the surface. They are very voracious. Their food consists of almost anything animal. Many of them are wholly or partially migratory, breeding in colder regions than those which they inhabit in winter. In general they lay only two or three eggs, which are large for the size of the bird.

TOURS

The services of the Grand Trunk Pacific steamships are arranged to give a series of connecting tours to cover, ashore and afloat, from one to three weeks from Seattle.

RATES OF PASSAGE, INCLUDING MEALS AND BERTH

Between Seattle and Prince Rupert, \$18.00 Each Way; Victoria, Vancouver and Prince Rupert, \$16.00 Each Way
Between Seattle and Stewart, \$24.00 Each Way; Victoria, Vancouver and Stewart, \$22.00 Each Way

One person desiring entire state room will be charged one and one-half first-class fare, but the Company reserves the right to cancel this privilege when pressure of business requires.

Six-Days' Cruise—Most Luxurious on Pacific Coast—Total Cost to Prince Rupert and Return from Seattle, \$36.00;
Victoria and Vancouver, \$32.00

GRAND TRUNK PACIFIC STEAMSHIPS

RATES OF PASSAGE, EXCLUSIVE OF MEALS AND BERTH

Seattle and Victoria.....\$2.00 one way—\$3.50 round trip
 Victoria and Vancouver..... 2.00 one way— 3.50 round trip

Tickets limited to continuous passage

Seattle and Vancouver..... 3.00 one way— 5.00 return

Round-trip tickets good for thirty days.

Children five years of age and under twelve, half fare.

Children under five years of age, occupying berth with parent or guardian, will be carried free.

Table d'hôte meals served at 75 cents each for breakfast and luncheon and \$1.00 for dinner.

Afternoon tea, 35 cents. Night lunch, 50 cents.

Berth each, \$1.00 and up.

All rates subject to change. Ticket agents will confirm these quotations or furnish the latest on request.

RESERVATIONS

It is desirable to secure reservations as far in advance as possible; the full name and address should be given at time reservation is made and must state whether for Mr., Mrs. or Miss.

If passengers desire round-trip reservations they must so state, otherwise same room cannot be procured for the return.

SEATS AT TABLE

The steward will assign all passengers to seats at tables on day of sailing, which will be reserved for entire voyage.

BAGGAGE

Baggage will be checked through from point of origin to point of destination as far as practicable on through tickets; each full ticket entitles passenger to 150 pounds free; children's tickets, seventy-five pounds free. Regular steamer trunks not exceeding thirteen inches in height will be allowed in stateroom. All baggage should be marked with passenger's name, also name of steamer.

BATH-ROOM PRIVILEGES

The steamship "Prince Rupert" and "Prince George" are fitted with hot and cold baths, both fresh and salt water. The use of these baths is free to passengers. Arrange with steward as desired.

TICKET OFFICES

Ticket offices have been established in:—

SEATTLE, cor. Yesler Way and First Ave. (Pioneer Square)

Great Northern Ry., Bankers' Trust Building

TACOMA { Northern Pacific Ry., 925 Pacific Avenue

{ C. M. & P. S. Ry., 1001 Pacific Avenue

{ O. W. R. & N. Co., Eleventh St. and Pacific Ave.

{ Great Northern Ry., 122 Third Street

PORTLAND { Northern Pacific Ry., 255 Morrison Street

{ O. W. R. & N. Co., Wells-Fargo Building

SAN FRANCISCO.....399 Monadnock Building

LOS ANGELES, Southern Pacific Ry., 600 S. Spring Street

VICTORIA, B. C.....Wharf Street

VANCOUVER, B. C.....527 Granville Street

PRINCE RUPERT, B. C.....G. T. P. Wharf

where all information may be obtained upon application in person, by mail or telephone, in addition to which passenger representatives of the Grand Trunk and Grand Trunk Pacific Railway in North America and Europe will gladly furnish information upon request. See list on page 36.

The Great Northern,

The Northern Pacific,

The Oregon-Washington R. R. & Navigation Co.,

The Chicago, Milwaukee & Puget Sound, and

The Southern Pacific Railroads

make direct connection with the Grand Trunk Pacific steamships at Seattle and the Great Northern and Northern Pacific trains at Vancouver, B. C.; from the passenger representatives of these lines information may be had upon application.

SUMMER CRUISES IN NORTHERN SEAS



KITSELAS CANON, SKEENA RIVER, B. C.

RAIL CONNECTIONS AT SEATTLE

Trains to arrive prior to hour of sailing:

Chicago, Milwaukee & Puget Sound Railway

From Chicago, Milwaukee, St. Paul and Minneapolis.

Great Northern Railway—Through Trains

From Chicago, St. Paul, Minneapolis, Spokane and Everett } Oriental Limited
Fast Mail

From Kansas City, Spokane and Everett.....

Southeast Express

From Portland and Tacoma...

Puget Sound Limited
or any train

Northern Pacific Railway

From Chicago, St. Paul, Minneapolis and Spokane.....

North Coast Limited

Western Express

Puget Sound Express

Northern Pacific Express

From St. Louis, Kansas City and Spokane.....

Missouri River Express

From Portland and Tacoma...

Puget Sound Limited
or any train

Oregon-Washington Railroad & Navigation Co.

Southern Pacific Railroad

From Los Angeles, San Francisco and Sacramento.....

Shasta Limited

Portland Express

From Portland and Tacoma....

Three trains daily

Oregon-Washington Railroad & Navigation Co.

Oregon Short Line

Union Pacific R. R., The North Western Line

From Chicago, Omaha, Kansas City and Salt Lake City.....

Chicago-Portland Special

China-Japan Mail

RAIL CONNECTIONS AT VANCOUVER

Trains due to arrive up to 11.00 p.m. of sailing date.

Canadian Pacific Railway

From Winnipeg and Calgary.

Pacific Express

Imperial Limited

Portland, Tacoma and Seattle

Northern Pacific
through train

GRAND TRUNK PACIFIC STEAMSHIPS

Great Northern Railway

From Portland, Tacoma, Seattle, } Vancouver Limited
Everett, Bellingham, and New } or earlier three trains
Westminster..... }

For further information and particulars as to routes, connections, rates, etc., apply to any of the agents shown on page 36.

BRITISH COLUMBIA GAME LAWS

BIG GAME

Moose (bull), September 1st to December 31st. Females and calves under one year protected.

Deer, September 1st to December 14th. Fawn under one year protected. Coast Deer season opened by order in Council.

Caribou, September 1st to December 31st. Females and calves protected at all times.

Elk (wapiti), September 1st to December 31st. Females and calves under two years protected. Close season all over British Columbia at present.

Sheep, September 1st to November 14th. Mountain Sheep Ewes or Lambs, protected. Mountain Goat, September 1st to December 15th.

Not more than three Caribou may be killed by one person in any season, nor more than five Deer, two (bull) Elk, two (bull) Moose, two (bull) Wapiti, three Mountain Goat or two Mountain Sheep (rams), of any one species or three in all, or one in Kootenay District.

The buying and selling of heads of Mountain Sheep, Elk, Moose or Caribou is prohibited.

SMALL GAME

Land Otter and Marten, November 1st to March 31st.

HUNTING LICENSE

The fee to be paid for a general license to hunt for or shoot any animal or bird, and to angle, shall be \$100, but such license shall not give the holder the right to kill more than two moose, two wapiti, two mountain rams of any one species, or more than three in all; three goats, three caribou and three deer of any one species, or more than five in all; or more than two hundred and fifty ducks. Such license shall only hold good between January 1st and December 31st of the year it is issued.

The fee for a license to hunt bear in the spring between the 1st of January and the 15th day of July shall be \$25.00.

The fee to be paid for a season's license to shoot birds shall be \$50.00. Such license to hold good from September 1st until March 31st in the following year: Provided that the Provincial Game Warden may issue a special license to kill game birds, to British subjects who are not residents of this Province, for a fee of \$5.00 a week.

FISHING

Salmon Angling, no close season.

Trout, other than Salmon, March 25th to November 15th, East of 120th Meridian, April 30th to November 15th.

Sturgeon, July 16th to May 31st following year.

Whitefish, November 14th to September 30th following year.

The fee to be paid for a license to angle shall be \$5.00, such license to hold good for one year from date of issue.

These Game Laws are subject to change.

SUMMER CRUISES IN NORTHERN SEAS

List of Principal Grand Trunk Railway System Agents.

BALTIMORE, MD.....	THEO. H. DIENER & Co., Ticket Agents, 217 E. Baltimore Street.
BATTLE CREEK, MICH..	L. J. BUSH, Passenger Agent, G. T. Ry. Station
BAY CITY, MICH.....	FRED C. WHERRETT, Passenger Agent, G. T. Ry Station.
BOSTON, MASS.....	E. H. BOYNTON, New England Passenger Agent, 256 Washington Street.
BUFFALO, N. Y.....	H. M. MORGAN, City Passenger and Ticket Agent, 285 Main Street (Ellicott Square Building).
CHICAGO, ILL.....	C. G. ORTTENBURGER, City Passenger and Ticket Agent, 249 Clark Street., cor. Jackson Blvd.
CORTLAND, N. Y.....	D. P. DREWERY, Travelling Passenger Agent, 6 Burgess Block.
DETROIT, MICH.....	GEO. W. WATSON, City Passenger and Ticket Agent, 118 Woodward Avenue.
FLINT, MICH	V. A. BOVES, Passenger Agent, G. T. Ry. Station.
FORT WILLIAM, ONT..	RAY STREET & Co..... Ticket Agents.
GRAND RAPIDS, MICH..	C. A. JUSTIN, City Passenger and Ticket Agent, G. T. Ry. Station.
HAMILTON, ONT.....	C. E. MORGAN, City Passenger and Ticket Agent, 11 James Street, North.
KANSAS CITY, MO.....	GAY W. NORMAN, Travelling Passenger Agent, 327 Sheldley Building.
KINGSTON, ONT.....	J. P. HANLEY, City Passenger and Ticket Agent.
LANSING, MICH.....	C. N. HARWOOD, Pass'r Agent, G. T. Ry. Station
LEWISTON, ME.....	F. P. CHANDLER, Pass'r Agent, G. T. Ry. Station.
LONDON, ONT.....	R. E. RUSE, City Passenger and Ticket Agent, cor. Richmond and Dundas Streets.
LOS ANGELES, CAL.....	W. H. BULLEN, Pacific Coast Agent, 302 Wilcox Building.
MILWAUKEE, WIS.....	Crosby Transportation Co., 396 East Water Street.
MINNEAPOLIS, MINN...	W. J. GILKERSON, Travelling Passenger Agent, 713 Metropolitan Life Building.
MONTREAL, QUE.....	J. QUINLAN, District Pass'r Agent, Bonaventure Station.
MT. CLEMENS, MICH...	CASPER CZIZEK, City Passenger and Ticket Agent, 12 South Gratiot Avenue.
NEW YORK, N. Y.....	F. P. D... General Agent Passenger Depart- ment, Railway Exchange, 290 Broadway.
NIAGARA FALLS, N. Y..	W. J. HAMILTON, Ticket Agent, 1 Falls Street.
OGDENSBURG, N. Y....	GEO. S. MEAGHER, Ticket Agent, 55 State Street.
OTTAWA, ONT.....	PERCY M. BUTLER, C. P. & T. A., Russell House Block, cor. Sparks and Elgin Streets.
PETERBORO, ONT.....	B. A. ...ose, Acting City Pass'r and Ticket Agent.
PITTSBURG, PA.....	W. ROBINSON, Travelling Pass'r Agent, 506 Park Building.
PORT HURON, MICH...	F. H. POTTER, Ticket Agent, G. T. Ry. Station.
PORTLAND, ME.....	C. E. TENNY, Pass'r Agent, G. T. Ry. Station.
QUEBEC, QUE.....	GEO. H. STOTT, C. P. & T. A., cor. St. Anne and Du Fort Sta. and Ferry Ldg., Dalhousie St.
SAGINAW, MICH.....	HUGH E. QUICK, Pass'r Agt., G. T. Ry. Station.
SAN FRANCISCO, CAL...	F. H. LORD, Agent, 399 Monadnock Building.
SEATTLE, WASH.....	J. H. BURGIS, General Agent Passenger Depart- ment, First Avenue and Yealer Way.
SHERBROOKE, QUE....	C. H. FOSS, City Passenger and Ticket Agent, 2 Wellington Street.
SOUTH BEND, IND.....	C. A. McNUTT, Pass'r Agent, G. T. Ry. Station.
TORONTO, ONT.....	A. E. DUFFY, District Passenger Agent, Union Station.
VANCOUVER, B. C.....	H. G. SMITH, City Passenger and Ticket Agent, 527 Granville Street.
VICTORIA, B. C.....	W. E. DUPEROW, City Passenger and Ticket Agt.
WINNIPEG, MAN.....	W. J. QUINLAN, Acting General Agent Passenger Department, 260 Portage Avenue.

CHAS. M. HAYS
President
MONTREAL, Q. S.

W. E. DAVIS
Pass'r Traffic Mgr.
MONTREAL, QUE.

E. J. CHAMBERLIN
Vice-Pres. and Gen'l Mgr.
WINNIPEG, MAN.

G. T. BELL
Ass't Pass'r Traffic Mgr
MONTREAL, QUE.

C. H. NICHOLSON
Manager of Steamships
VANCOUVER, B. C.

W. F. HINTON
Gen'l Passenger Agent
WINNIPEG, MAN.





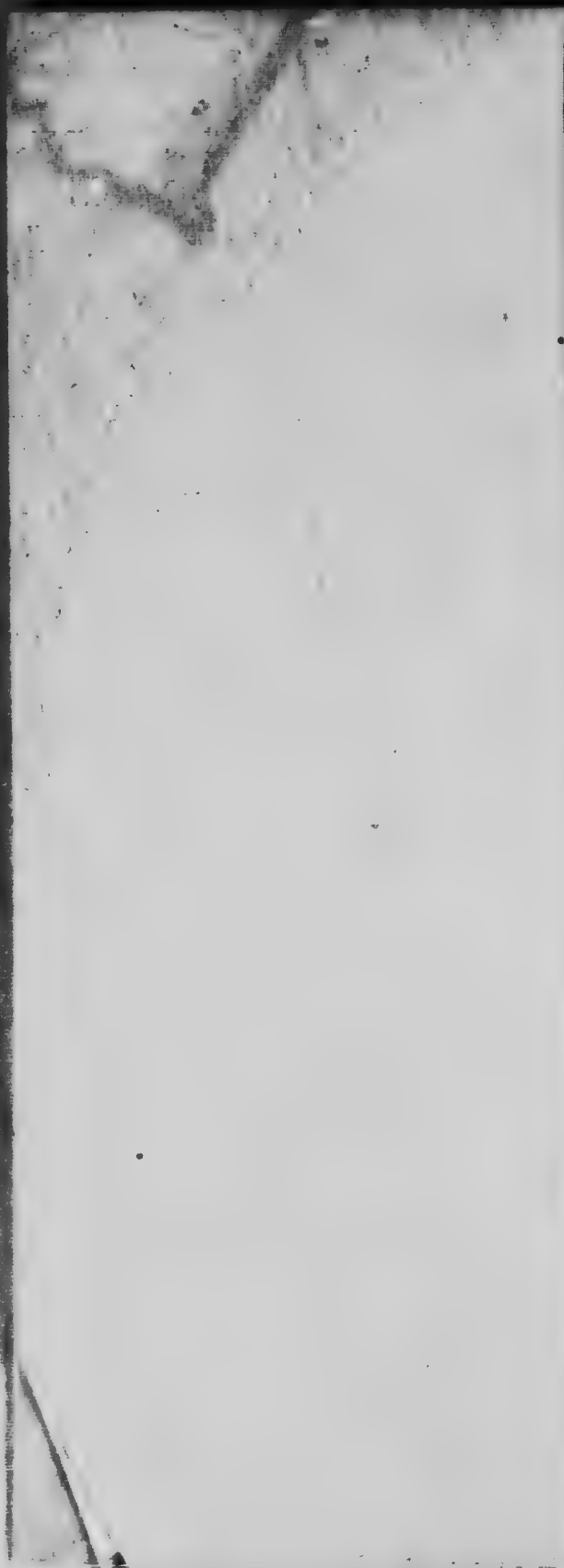
Line in Operation
 Line in Construction
 Projected Lines
 Steamship Lines
 ★ Indicates Wireless Stations



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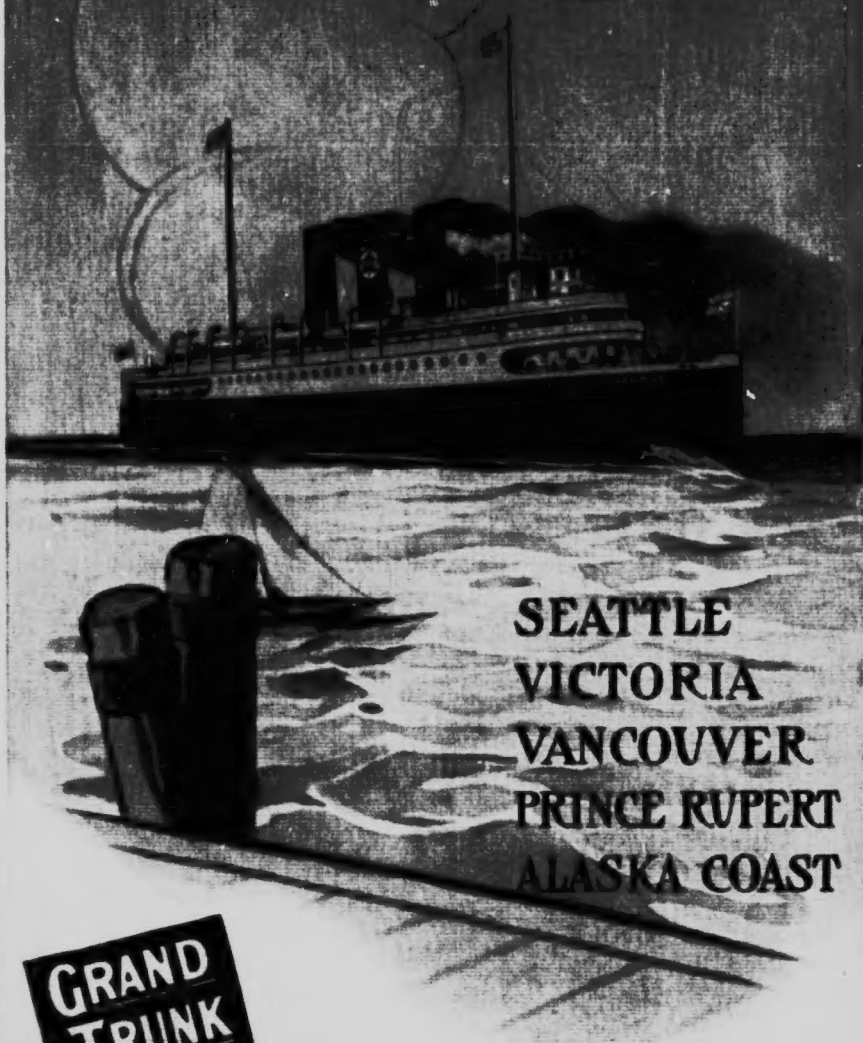






GRAND TRUNK PACIFIC STEAMSHIPS

North Pacific Coast Service



SEATTLE
VICTORIA
VANCOUVER
PRINCE RUPERT
ALASKA COAST

GRAND
TRUNK
PACIFIC



